



Overlay Zoning Districts – Enhancements to Basic Zoning

As you learned in the “Introduction to Zoning” course, zoning is used to determine how a particular piece of property may be used. The regulations that are applicable to a particular zoning district are the same no matter where that district is located within the city. In some cases additional standards beyond the basic zoning regulations are desired as a means of achieving a higher quality of development, or as a way of addressing issues that may affect a certain area due to historic, environmental, or other reasons. Overlay zoning districts provide this additional layer of regulation. However, it is important to note that the regulations established by an overlay zoning district do not replace the basic standards of the underlying zoning district; they are enhancements to the basic zoning.

The City currently has six types of overlay zoning districts. There are three historic overlay districts, one scenic corridor overlay district, an airport overlay district, a manufactured housing overlay district, two types of watershed protection overlay districts, and one special area overlay (Washington Drive). The application of an overlay district to a particular area is considered in the same manner as a zoning map amendment, and must be approved by the City Council following a public hearing. More than one overlay district can apply to the same area or property. These districts, each of which addresses specific issues or priorities, are described below.

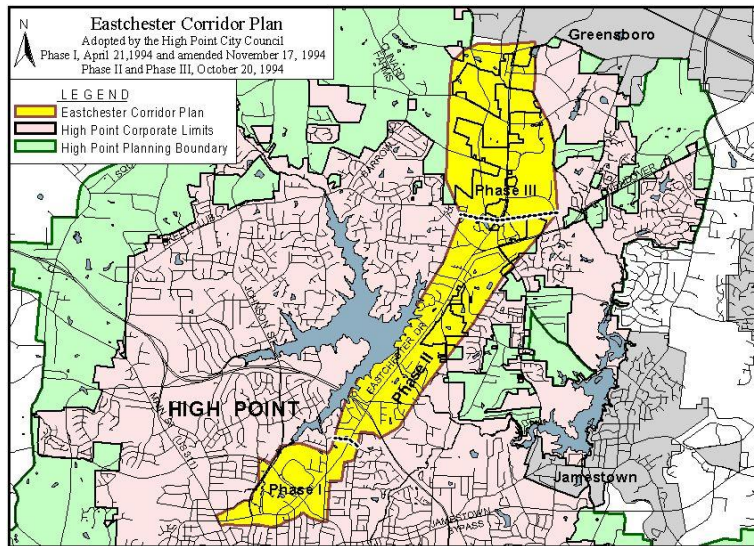
Historic Overlay District

High Point’s three historic overlay districts (Johnson Street, Sherrod Park and West High Avenue) are designed to preserve areas with architectural, archeological or cultural significance related to historical events, distinctive characteristics of certain architectural styles or methods of construction, or that possess high aesthetic values. Designation as a historic district requires City Council approval, pursuant to an investigation of historic resources within the proposed district and an approval recommendation from both the local Historic Preservation Commission and the State Department of Cultural Resources. Once a district is approved, the Historic Preservation Commission must issue a Certificate of

Appropriateness for any activity, other than basic maintenance, related to the exterior of any property in the district.

Scenic Corridor Overlay District

High Point's scenic corridor overlay district is designed to preserve and enhance the overall visual appearance and quality of certain roadway corridors in order to increase their value as a primary route into the city, and to enhance the adjacent property values along the corridor. Before the City establishes a scenic corridor



district, the area is evaluated through a public planning process that identifies and examines existing conditions, and determines what needs to be improved and what issues need to be addressed.

High Point's only scenic corridor district is located along Eastchester Drive/ Highway 68 from Main Street to Gallimore Dairy Road.

This route connects a large portion of the city with the major commuter routes of US 311 (future I-74) and I-40, along with Piedmont Triad International Airport. The scenic corridor district contains additional zoning standards regarding access to the main corridor, architectural standards for buildings and accessory structures, preservation of existing vegetation and open space, more stringent landscaping and signage requirements, and encouragement of land uses that enhance the city's employment base while connecting jobs and services with local and regional residents.

Airport Overlay District

The airport overlay district was adopted by the City of High Point as a response to the potential impacts from the cargo sorting hub facility being constructed at Piedmont Triad International Airport. The district is divided into four zones based on the anticipated future levels of noise caused by air traffic from the airport. Each zone prohibits uses that would be sensitive to objectionable noise resulting from airport flights or that could pose safety hazards to aircraft. The district regulations also outline additional requirements related to potential noise impacts, including design standards for the reduction in the level of noise reaching the interior of residences, and public notification of the potential for noise to existing owners and

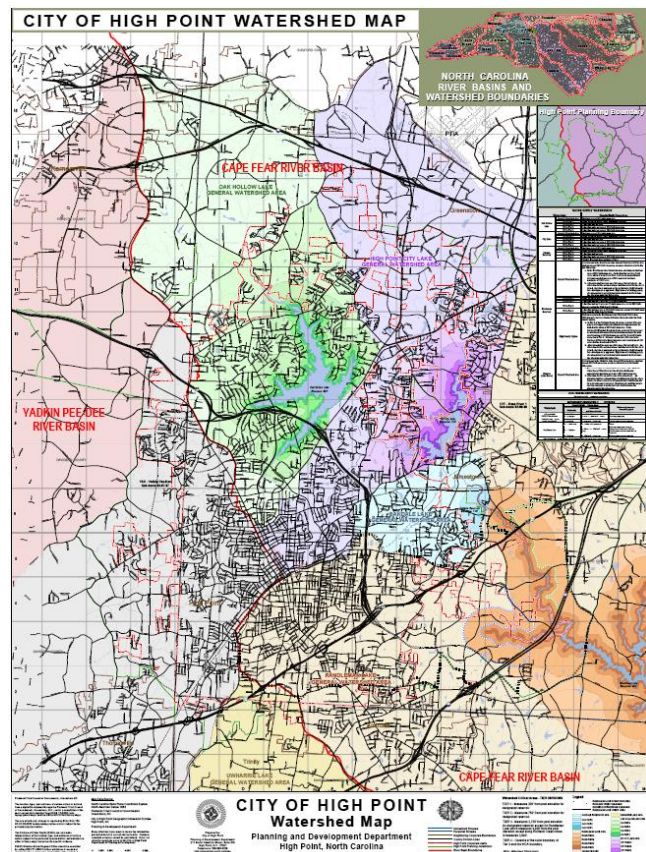
prospective purchasers of property. However, the regulations do not apply to existing lots and uses that were in place prior to the adoption of the airport overlay district.

Manufactured Housing Overlay District

The manufactured housing overlay district establishes the minimum requirements for manufactured dwellings located within the city. This overlay district can be applied to property that lies within certain zoning districts upon request by a property owner and approval by the City Council, provided each manufactured dwelling meets the criteria outlined in the Development Ordinance. The overlay district also establishes the minimum area required for manufactured housing developments. In addition, an applicant requesting this overlay district must present evidence that the property values of the surrounding properties will be protected, and that the character and integrity of the surrounding neighborhoods will be preserved.

Watershed Protection Overlay District

There are two types of watershed protection overlay districts in High Point; General Watershed Areas and Watershed Critical Areas. The purpose of these overlay districts is to help protect the city's drinking water supply. The Watershed Critical Area overlay district covers the portion of the city's watershed adjacent to designated water supply reservoirs – City Lake, Oak Hollow Lake, Oakdale Lake and Randleman Lake. Any area of the city not covered by the Watershed Critical Area overlay district is located within the General Watershed Area overlay district. Both of these overlay districts include standards and restrictions regarding land uses and limits on the amount of built-upon area. However, the regulations in the Watershed Critical Area overlay district are stricter, because the risks associated with pollution in these areas are greater than for the remaining watershed; so there are additional measures required of development that



pertain to the protection of environmentally fragile areas, the encouragement of density shifting, and the requirement for public sanitary sewer. There are additional stormwater management regulations that apply to High Point's entire jurisdiction. More information on these requirements and watershed protection in general will be covered in a future Citizen University graduate course entitled "Watersheds – Protecting and Enhancing Water Quality."

Washington Drive Overlay District

As our newest overlay district, adopted in early 2008, the Washington Drive overlay is intended for application only in the area along E. Washington Drive between N. Centennial Street and Gaylord Court. The district accommodates a wide range of uses, including office, retail, service, institutional and high density residential. The district encourages mixed-use development that is pedestrian oriented, following the recommendations of High Point's Core City Plan. It provides site development, building design and use standards for new construction and redevelopment. This overlay zoning district supplements the existing Central Business (CB) zoning district, and can make the standards for development either more or less restrictive than those of the CB.

For additional information about High Point's overlay districts, e-mail the Citizen University faculty using the link on our home page.